



RE: New Ethanol problem - Flying J Truckstop

Brent.Stafford

to:

Jack Hwang, David.Forrer

07/24/2012 11:19 AM

Hide Details

From: <Brent.Stafford@shell.com>

To: Jack Hwang/R3/USEPA/US@EPA, <David.Forrer@deq.virginia.gov>,

## 1 Attachment



image001.gif

Jack,

I've been gone most of the summer, apologies for the delay in getting back to you regarding your call. To answer your question, YES, very interested in this site and would like to be involved if its helpful.

David,

**Please** send any publicly available reports/write ups/data on the site and bullets on what questions you may have or your plan (if you want comment). The EtOH in karst story is very interesting and Ive been looking for case studies.

Thank you,

Brent

Kind regards; met vriendelijke groeten,

*Brent*

**Brent P. Stafford PhD, PG**

Hydrogeologist & Environmental Engineer /

*Shell Projects & Technology*

3333 Hwy 6 South, Rm EC-256

Houston, TX 77082-3101, USA

**Mobile:** +1(281) 513-3251

**PC Phone:** +1(281) 544-8822

**Email:** [brent.stafford@shell.com](mailto:brent.stafford@shell.com)

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**From:** Jack Hwang [<mailto:Hwang.Jack@epamail.epa.gov>]

**Sent:** Thursday, May 03, 2012 12:56 PM

**To:** Forrer, David (DEQ)

**Cc:** JohnT Wilson; Stafford, Brent P GSUSI-PTD/HSGW; mark.toso@state.mn.us; patricia.ellis@state.de.us; Rick Rogers; Hal White

**Subject:** Re: New Ethanol problem - Flying J Truckstop

Dave,

Below three names, in addition to John Wilson and Hal White, that I know them personally. They are very knowledgeable on this topic area.

I am forwarding your email to them so they are aware of this interesting case. Or, you may want to give them a call in the future.

You may already have a copy of the ITRC publication (Biofuels: Release Prevention, Environmental Behavior, and Remediation). For your convenience, I attached

one here, (*See attached file: ITRC\_biofuels-1.pdf*)

You mentioned in your email that the current treatment system on site did not work so well because the ethanol concentration in the discharge water is rather high. Is this one of the reasons that prompt you to instruct the consultant to stop pumping at the recovery well? Any other immediate concerns? Thanks. Jack

Brent Stafford, Shell Project and Technology, brent.stafford@shell.com 281-544-8320

Mark Toso, Minnesota Pollution Control Agency, mark.toso@state.mn.us 651-757-2158

Pat Ellis, Delaware DNREC, patricia.ellis@state.de.us, 302-395-2500

Jack Hwang  
US EPA Region III in Philadelphia  
215-814-3387 (Phone); 215-814-3163 (Fax)  
hwang.jack@epa.gov

▼ "Forrer, David (DEQ)" ---05/02/2012 03:54:47 PM---John, Jack, and Hal, On 3/21/12, Flying J Truckstop (owned by Pilot) (about 45 minutes NW of J&J Cor

From: "Forrer, David (DEQ)" <David.Forrer@deq.virginia.gov>  
To: JohnT Wilson/ADA/USEPA/US@EPA, Jack Hwang/R3/USEPA/US@EPA, Hal White/DC/USEPA/US@EPA  
Cc: "Sterrett, Mac (DEQ)" <Mac.Sterrett@deq.virginia.gov>, "Kiracofe, Brandon (DEQ)" <Brandon.Kiracofe@deq.virginia.gov>  
Date: 05/02/2012 03:54 PM  
Subject: New Ethanol problem - Flying J Truckstop

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John, Jack, and Hal,

On 3/21/12, Flying J Truckstop (owned by Pilot) (about 45 minutes NW of J&J Corner Store) was installing a new gasoline UST when the construction folks drove a sheet piling into an existing premium gasoline UST. Their inventory vendor (Warren Rodgers) reported a loss of 1,500 gallons within 30 minutes.

The consultant installed a recovery well near the tank basin and has been pumping free product, but mostly dissolved and vapor phase, from the well. (We haven't found the motherload of gasoline and presume that it found a fracture in the limestone and is on the move.) They already had a treatment system out there dealing with up to 11' of diesel (and older gasoline) on the water table; so this new recovery well was simply connected to the existing system.

I just got a call from the consultant, who told me he'd just received their monthly lab data for their treatment effluent. The ethanol concentration in their discharge water was 291,000 ug/l!

So if you need a case where we know the exact day and time of the release...here you go. Installing two 10,000 gallon bioreactors may not be feasible because of the space restrictions. This is going to be a huge challenge. Meanwhile, I

instructed the consultant to stop pumping from the gasoline recovery well...which will allow the gasoline to migrate farther into the underlying karst geology.

I'm leaving for the day now and won't be in the office tomorrow, but will be back Friday... if you have any questions.

Dave

*David R. Forrer*

*Va. DEQ*

*Valley Regional Office*

*4411 Early Rd., PO Box 3000*

*Harrisonburg, VA 22801*

*Phone: 540-574-7837*